

TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

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Terms of Subscription for the Daily Bonanza
 One Year \$10.00
 Six Months \$6.00
 Three Months \$3.00
 One Month \$1.00
 One Week .50

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Entered at the postoffice at Tonopah as second class matter official Paper for the County of Nye and the Town of Tonopah

PROSPERITY KNOCKS AT OUR VERY DOORS

The prosperity of the Tonopah district and the whole of southern Nevada in general is now at a point where a season of wonderful activity is assured. Tonopah which is the natural feeding point for all outlying sections will naturally become the metropolis of this great mineral producing section which is now attracting the attention of financiers throughout the East and West and every other section of the country.

The prospecting of investors are being lured and the best few months will unquestionably result in large capital being invested in our mines. This is a good reason for this statement and it lay in the fact that our mineral resources extend over such a wide area that a period of prosperity is not manifesting itself in all sections of southern Nevada. Nye county is the most favored spot for investors and they are investigating our resources. Many deals of importance are being consummated and the old bond and boarding houses of the East are at last beginning to understand that this section of Nevada is the richest and most prolific mineral region in the entire world.

Nye, Esmeralda and Mineral counties will be heard from in no uncertain way during the next few months, and the production of the precious metals promises to eclipse that of any similar period during the past score of years. One need only visit Tonopah to note the marked activity that is now in evidence. There is not a vacant business building in the town and residence property is in demand. Rentable houses are promptly taken and it is only the question of time until it will be necessary that more houses and business houses be constructed. We are being favored today with the highest class of residents due to the high scale of wages that is being paid to miners and mill men, and the riffraff is being eliminated as speedily as possible. Dollar silver will continue to rule for a long period and for this reason the life of the communities in question will be extended over a long period.

MINES AND RAILS LEAD DEVELOPMENT

The vast, wealth-laden territory west of the Rocky Mountains owes its development primarily to two agencies—mining and rail-roading.

The attention of the world was first attracted to the West with the announcement of the discovery of gold. A great influx of people followed and the tales of the resources and possibilities in the West spread to all parts of the globe.

The one great obstacle in the way of development was the lack of transportation facilities. The long, perilous voyage around Cape Horn in "windjammers" mitigated against any considerable interchange of commerce.

Fortunately there were captains of industry and finance possessed of broad vision, courage and sufficient faith in the future of the West to conceive and bring to completion great systems of trans-continental railways. Among these the Southern Pacific were the first lines.

For many years there were nothing but main lines of railroads through the mining territory and the ores and rich minerals were transported to the railroads by mules, donkeys and horses from mines far back in the mountains. The placer mining camps of the early days were

about the only ones located adjacent to the railroad.

In the last twenty-five years, the greater mining development on the Southern Pacific has been in Nevada and in Arizona and New Mexico. Operations in these districts have resulted in very heavy movements of mining supplies, such as concentrating, smelting and other treating machinery, explosives, timbers and fuel.

There also has developed a very heavy outbound tonnage of bullion and other finished or semi-finished mineral products from the mines.

THE PROCLAMATION

In issuing his proclamation of Thanksgiving for Thursday, November 30, the President stresses two ideas. "We shall find that our estate presents very much to justify a nationwide and most sincere testimony of gratitude for the bounty which has been bestowed upon us," he says. He also advises that we "give devout assurance of unselfish purpose to play a helpful and ennobling part in human advancement," and declares we "should earnestly testify our continued and increasing aim to make our own great for time a means of helping and serving, as best we can, the cause of all humanity."

It is in the words "as best we can," that differences of opinion arise. Our duty, in a general way, is not seriously questioned but the direction in which it should be done, and the manner of doing it, present grave difficulties.

PASSING OF THE SULTAN

Sultans have headed the Sublime Porte of Turkey for six hundred years. Now the Turkish grand national assembly has done away with the Ottoman Empire and substituted for it the National Turkish State. The sovereign and executive powers of the Sultan, together with all legislative powers, have been taken over by the grand national assembly. However, the Caliph continues. He is the successor of Mohammed as spiritual ruler of the Turks—an office claimed by the Sultans. But while the title of the Caliph, "Successor of the Prophet and Commander of the Faithful," has heretofore descended through the Moslem laws of hereditary succession in the imperial family, he will now be chosen from that family by the assembly. This puts the males in that family on a competitive basis for the favor of the assembly, and marks the drift of an ancient people toward republican principles.

PREFERENTIAL TRANSPORTATION RATES

The United States tariff commission has recently issued a report entitled "Preferential Transportation Rates." This report is the result of an investigation conducted by the commission to ascertain to what extent, if any, preferential transportation rates affect the country's customs tariff, when such transportation rates as applied from the various ports to interior points in the United States, on imported commodities, are lower than those applicable on like domestic traffic from the same ports to the same interior points; also to what extent the export rates from interior points in the country of export are lower to the foreign port on traffic destined to this country, than applied to similar domestic traffic.

It is found that such preferential rates do exist. The principal ports in this country from which

such rates apply are the South Atlantic, Gulf and Pacific ports and Portland, Me., when routed via the Grand Trunk System. Similar preferential rates are also applied from various Canadian ports on traffic imported through those ports destined to points in the United States.

The conclusions reached by the commission are that, while it is evident that preferential transportation rates do exist, the carriers have established such rates primarily for the purpose of equalizing the commercial advantage of the rival ports of the alternative routes over which the foreign trade is carried, rather than an attempt to offset in whole or in part the duties imposed by the customs tariff. As an illustration, the pivotal or basic port in most instances on traffic to the central west appears to be New York, from which port the imports and domestic rates are generally the same. From other ports the rates are ordinarily established with relation to the rates from New York.

In certain countries the export rates in some instances are lower than the domestic rates, the apparent object being to favor the export trade of that country.

The commission's report also shows the result of its investigation of the export rates in this country, the import rates in foreign countries and the ocean rates as applied to traffic moving from and to foreign countries.

On many commodities and in certain instances the class rates as applied from interior points in this country to the various ports are lower than applied to domestic traffic, as in the case of import rates; these lower rates are established for the purpose of port equalization, New York or some other North Atlantic port being the basic port on traffic from the central west to which port the domestic and export rates are customarily the same with the rates to other ports made with relation to such basic port.

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